

NC-4 Reaches Lisbon, First to Cross Atlantic; Final Jump to Plymouth Expected To-day; Hawker Tells Full Story of His Great Flight

Germans Demand a Vote On Disputed Territories

League Membership Also
Included in Proposal
to Allies Under Which
They May Sign Terms

Enemy Will Reply
In Next 36 Hours

Plebiscite on Austria's
Joining Prussia Is
Among Stipulations

BERLIN, May 27. (By The Associated Press).—The question whether Germany will sign the peace treaty or not, it is believed here to-night, depends altogether on whether the Allied and associated powers will agree to a plebiscite in all disputed territories and the reception of Germany into the league of nations as a member with an equal vote.

Both these issues are made the cardinal features of the German reply, which has been approved by the cabinet and by Count von Brockdorff-Rantzau and his associates, and which is being put into shape for presentation within the next thirty-six hours.

Demands Popular Vote
The reply, in general, will reaffirm the adherence of Germany to the principles laid down in the armistice conditions and will lay especial weight on the right of self-determination which Germany is willing to grant in all contested sections of her frontiers. The Allies also will be asked to abide by the decision of a popular vote in Austria on the question of union with Germany.

Some of the more prominent economic and financial issues suggested in the Allied peace terms Germany is willing to have adjusted by the league of nations, in which she expects to become a member on a basis of equality. If the world league were based on any other scheme of membership, it was declared to the correspondent in authoritative quarters to-night, Germany would be forced to consider it as an alliance against her.

Agrees to Army of 100,000
The Germans will agree that the German army shall be 100,000 men on a peace footing, but will urge that this limit not be enforced until conditions are thoroughly stabilized. Germany will negotiate on this basis, but will demand the right to maintain an adequate force during the transition period which, it is said, she is bound to pass through at the conclusion of peace.

The reply will also point out that the borders of Germany after the ratification of the peace treaty will continue in a fluid condition, making adequate control by means of frontier patrols necessary. On this score Germany will request the right to keep a sufficient force mobilized, unless the Allies will assume responsibility for maintaining order on all newly created frontiers or on such as are menaced if they remain intact.

To Postpone Shipping Figures
"The Vossische Zeitung" says it learns officially that the peace delegation will point out to the peace conference that the Allied claim that more than 12,000,000 tons of shipping were destroyed by German submarines is not true, because more than half of the shipping was sunk by legal cruiser warfare.

Germans Ask Pool Of World Shipping

Want U. S. to Manage
It; They Pledge to Replace
U-Boat Losses

PARIS, May 27.—A Berlin dispatch received in Paris gives in some detail the counter proposals to the peace treaty of the allied and associated powers, which were agreed on at the last conference of the Germans at Spa. The counter proposals will make a volume of respectable dimensions. Concerning the Saar region, Germany will ask France to give up her territorial pretensions to this region and permit economic control over all the coal output there.

It is proposed that the German

Wilson in Speech Hints He Will Not Run Again

A SENTENCE in a speech delivered in Paris Monday night by President Wilson has been interpreted by political observers here as a hint that Mr. Wilson will not seek a third term. The speech was delivered at a banquet in honor of President-elect Pessoa of Brazil and the significant sentence was:

"It is very delightful, for one thing, if I may say so, to know that my Presidency is not ahead of me and that his Presidency is ahead of him."

"I wish him every happiness and every success with the greatest earnestness," continued Mr. Wilson, "and yet I cannot, if I may judge by my own experience, expect him a very great exhilaration in the performance of the duties of his office, because, after all, to be the head of an American state is a task of unrelieved responsibility."

Two Men Shot As 5,000 Mob Yale Students

Led by Discharged Soldiers,
Classmen Are Beaten and
Campus Stormed Over Al-
leged Insult to Army Band

NEW HAVEN, May 27.—Two members of a mob that stormed the Yale campus to-night were shot, three Yale students were badly beaten and windows in Welch and Farnham halls were shattered by volleys of stones flung by soldiers and civilians who had been incited by reports that Yale men had hissed the 102d Regiment Band, now playing at Poli's Palace Theatre.

Locked gates and a heavy guard of undergraduates standing behind them alone prevented the mob of 5,000 citizens and 300 returned soldiers from breaking into and overrunning the college grounds.

On their march toward the university grounds, the mob passed close to Vanderbilt Hall, a dormitory. Two shots were fired at them, apparently from the direction of the hall. Ernest Fuesco, eighteen, dropped with a bullet in his groin and Tony Pallabetti, eighteen, was shot through the shoulder. Both are in a critical condition in New Haven General Hospital.

The men beaten were Harvey Childs, 1919, of Pittsburgh, who was cut above the left eye; James Payson and George Wilson, both 1923 and from New York City, were cut about the head.

The university authorities were warned in time and locked all of the gates leading into the campus. The mob milled about the fence for a time, hawling threats and after launching a volley of stones, which shattered windows in Welch and Farnham Halls, retired and made a later attempt to raid theatres in the city in search for Yale students.

No one knows where the rumor that Yale men had hissed the band started. The Mayor to-day when he learned that trouble was in the air, issued a statement calling upon all returned soldiers to obey the law and asserting that the report of hissing was untrue.

This did not affect the men in olive drab, who gathered in New Haven Green early this evening and, followed by a crowd that continually grew larger, marched toward the university.

Dean Frederic Jones, of Yale, had heard of the advancing mob. By his order all gates leading into the campus were closed and undergraduates stood guard behind them with instructions to keep their mouths shut, but to fight if the university grounds actually were invaded.

Daniels Drops \$170,000,000 'Big Navy' Plan

Astonishes House Committee
by Urging That Huge
Scheme He Fathered in
1918 Be Abandoned

League of Nations Cause

"I Can Dodge Questions,
He Says When Asked if
Project Was 'Paper' One

WASHINGTON, May 27.—Because of the league of nations the United States need not carry out the \$170,000,000 naval building programme which President Wilson urged so strongly on Congress a few months ago, Mr. Daniels told the House Naval Committee to-day.

Last February this committee, at the insistence of Secretary Daniels, reported the \$170,000,000 building programme. President Wilson cabled an urgent plea that it should be passed at once, and the measure was spurred through Congress under the party lash.

The so-called Republican filibuster in the Senate prevented the creation of what Senator Lodge termed at the time a "paper navy."

Secretary Daniels's recommendation to-day came as a complete surprise to members of Congress in view of his insistence in December that the programme he then called for was absolutely necessary to the national security.

Wilson Made Urgent Plea

President Wilson urgently recommended in February that the Daniels plan be approved by Congress. It was recalled to-day that former Chairman Padgett of the House Naval Affairs Committee received a cablegram from the President in the last days of the Sixty-fifth Congress, which he refused to make public, but which he said was a strong appeal for the authorization of the new capital ship construction.

Secretary Daniels said the course he recommended to-day was being followed by all other nations represented at the peace conference. He pointed out that his request for the authorization of ten battleships, ten scout cruisers, six cruisers and 130 small craft, construction of which was to be begun before July, 1920, was made before the covenant of the league of nations had been approved by the peace conference. He emphasized that the naval bill as passed by the House carried a provision that all expenditures should be suspended if a league of nations were created.

Daniels Dodges Question
It was intimated to-night that President Wilson's message to Representative Padgett indicated that the programme was not seriously intended to be carried out, but would be abandoned when the league of nations covenant was approved. Representative Padgett refused to comment on this report.

A suggestion by Representative

Continued on page seven

Was My Fault; Too Careful, Airmen Tells Correspond- ent of Tribune

Willing to Try
It Over Again

Filter Trouble Is
What Caused Great
Effort to Fail

The following interview with Harry G. Hawker was procured exclusively for The Tribune by a correspondent of its European bureau, who travelled from Inverness to Edinburgh with the Australian airman, obtaining the first private interview granted any correspondent and the only one given any American newspaper.

By Frank W. Getty
New York Tribune
Special Cable Service
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EDINBURGH, May 27.—The most interesting individual in the British Empire to-day sat unassuming in his shirt sleeves in a tiny sleeping compartment last night and told me the first story of his ill-fated transatlantic voyage, beginning among the clouds at 100 miles an hour and ending in the cabin of a Danish tramp steamer at seven knots.

The whole journey from Thurso, where he landed from the Mary, was one of successive vast crowds on the railroad station platforms, forcing their welcome on Hawker and his navigator, Lieutenant Commander Macdonald. Between stations Hawker spoke modestly of his attempt.

**My Own Fault;
No Fault of Motor**

"It was our own fault—my fault," he said, speaking of the accident which forced them to come down and risk the landing upon the open sea.

"Do you want to say that?" he was asked.

"Inasmuch as it was no fault of the motor, the fault rested with us," Hawker replied, weighing his words very carefully. "It was through being too careful."

He very ruefully laid great stress on the last six words of his reply, plainly indicating his feelings.

To that one fault the airman attributes the failure.

"The trouble was all due to fitting a filter in the water pipe to catch the loose pieces of solder which shook loose after several hours' running and were invariably getting in the water pump and causing trouble. Fitting this big filter—



FIRST ACROSS!

Lieutenant Commander A. C. Read

about a foot long—in the pipe eliminated pump trouble, but evidently it caught and clogged up with other matter besides solder, consequently blocking the gauge in the filter.

**Whole of Lisbon
Welcomes NC-4**

**Days of Waiting at Last
Rewarded When 'Plane
Sweeps Over the City**

LISBON, May 27. (By The Associated Press).—The achievement of the first transatlantic air flight, with Lisbon as the first European stopping point, has aroused the enthusiasm of the Portuguese as no event has stirred them for many years. When the American seaplane NC-4 came over the Tagus River this evening the populace, crowding all places of vantage, gave full expression to this enthusiasm by cheers of welcome, the booming of guns and the ringing of bells.

For days the people of Lisbon have been awaiting the completion of this momentous voyage over the Atlantic and, though disappointed from day to day because of the inability of Commander Read's craft to continue its flight from the Azores because of unfavorable weather conditions, yet each day they looked hopefully toward the west, for the coming of the Americans.

Now they are able to say that they never doubted that the NC-4 would bring its way safely across the intervening 800 miles of water. Early in the day word was flashed that the NC-4 had started, and at intervals there were bulletins of the progress made. The whole city was en fête, and during the later hours of the day virtually all business was abandoned by those who crowded everywhere to witness the arrival.

Guided by skilful hands the American 'plane, which had covered the distance between the protecting destroyers along the route with clocklike regularity, swept on over Lisbon and settled down gracefully near the cruiser Rochester.

**Engine Running Perfectly
Up to the Finish**

"The engine," he said, "was running beautifully and perfectly. It did so all the way—it was perfect from start to finish. It was still going merrily when we finished. It should have broken up, because it was red hot."

"Given another machine to-mor-

Continued on page three

800-Mile Flight From Azores Is Made in 9 Hours, 43 Minutes, Averaging 82 Knots; Flying Time From Trepassey 27 Hrs.

Cheers, Bells and Sirens Shriek Welcome at Lisbon

Epochal Feat Is Declared Accom- plished; Final "Leg" All in Sight of Coast; Destroyers to Guide 'Plane Across Biscay Bay

WASHINGTON, May 27.—Blazing the way of the first air trail from the western to the eastern hemisphere, the United States navy seaplane NC-4, under Lieutenant Commander Albert Cushing Read, swept into the harbor at Lisbon, Portugal, to-day, the first airship of any kind to have crossed the Atlantic Ocean under its own power and through its natural element.

Taking the air at Ponta Delgada, Azores, at 6:18 a. m., New York time, on the last leg of the transatlantic portion of the voyage from Rockaway Beach, Long Island, to Plymouth, England, the NC-4 covered the 800 miles in 9 hours and 43 minutes, maintaining an average speed of better than 82 knots an hour. The total elapsed flying time from Newfoundland to Lisbon was 26 hours and 41 minutes.

At the first opportunity the big 'plane will continue to Plymouth, 775 nautical miles to the north. Possibly Commander Read can start to-morrow. To the Navy Department, however, it makes little difference when he completes the journey. The great object of all the effort lavished on the undertaking—navigation of a seaplane across the Atlantic through the air—has been accomplished.

Twentieth century transportation has reached a new pinnacle, and the United States navy has led the way.

True Course Maintained Throughout

Naval officials emphasized that the long delay at the Azores was due to the weather and to no weakness of the machine or its daring crew, nor to any failure of the carefully laid plans of the department to guide the fliers to their destination. The fourteen destroyers strung from Ponta Delgada to Lisbon reported with machine-like precision to-day as the flight progressed. The 'plane was never off its course, and there was no moment when officials in Washington did not know to within a few miles where it was in the air.

To maintain adequate communication for this stage of the journey, the destroyers stuck to their posts after the flying boat had passed, relaying back to Ponta Delgada reports from ships further eastward. The chain was not broken until after the 'plane was safely moored for the night near the cruiser Rochester at Lisbon.

For the next few hundred miles of his epoch-making journey Commander Read and his crew will be within sight of the Portuguese or Spanish coasts in the sweep northward. Skirting the coast of Cape Finisterre, they will head out across the Bay of Biscay to Sight Brest, the most westerly point of France, thence direct to Plymouth.

The destroyers that will guide them across the bay were already in position to-night, provided with the flares and bombs that have made the trip safe thus far except for the fog that forced the other two machines of the seaplane division, the NC-1 and the NC-3, out of the fight after they had safely negotiated virtually the entire distance from Newfoundland to the Azores.

Original Crew Accompanies Read to Lisbon

Commander Read had with him on the flight to Lisbon the same crew as that which left Newfoundland on the NC-4 on May 16. Lieutenants E. F. Stone, of the Coast Guard, and W. K. Hinton were the pilots, with Ensign R. C. Rodd as radio operator, and Chief Machinist's Mate E. S. Rhoads as reserve pilot-engineer. The crew was met at Lisbon by most of the members of the crews of the NC-1 and NC-3, who had preceded them on a destroyer.

The chart of the flight, as shown by the reports of the station ship destroyers on the NC-4's progress to-day, shows how the winds helped her along. At times, Commander Read's ship apparently was whirling through the air at a ninety-knot clip; again her speed fell off to less than sixty, only to pick up again as she reached the zone of influence of other breezes. Probably the machine overtook and passed winds that had stirred the waters about Ponta Delgada the day before, preventing an earlier start.

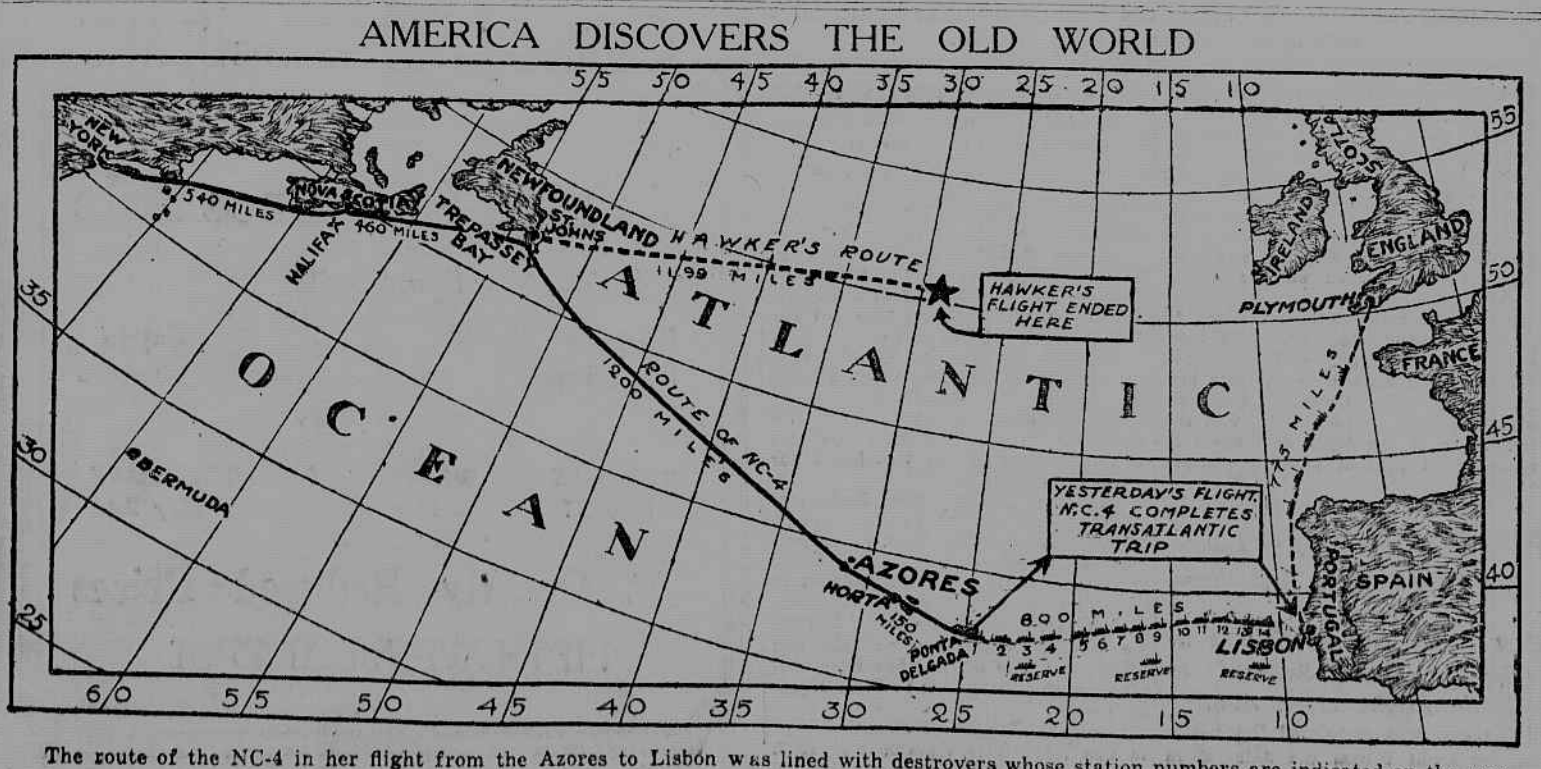
Official word of the arrival of the 'plane at Lisbon reached the Navy Department first through a dispatch from Brest, France, sent by Rear Admiral Halstead, commander of the American naval forces in French waters. The message was received at the Otter Cliffs, Me., station and relayed to Washington.

Immediately Secretary Daniels cabled the congratulations of the department to Commander Read. The Secretary also sent a cable to President Wilson at Paris, telling him that American naval aviators had been the first to cross the Atlantic.

Daniels Cables News to Wilson

The cablegram from the Secretary to President Wilson said: "Know you will be delighted to learn naval aviators first to cross Atlantic."

Secretary Daniels said to-day no definite plans for further transoceanic flights had been made. He explained that the first trip was the beginning of a series of experiments in long distance flying and that very probably, after defects in naval aircraft, brought to light during this



The route of the NC-4 in her flight from the Azores to Lisbon was lined with destroyers whose station numbers are indicated on the map.